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# P.I. NOTES

S 1068

**I** MAGERY  
**A** NALYSIS  
**D** IVISION

**23 SEPTEMBER 1965**

Declass Review by NIMA/DOD

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CIA IMAGERY ANALYSIS DIVISION

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PI NOTES, A PUBLICATION OF CIA/IMAGERY ANALYSIS DIVISION, HIGHLIGHTS SIGNIFICANT INTELLIGENCE ITEMS DERIVED FROM PHOTOGRAPHY, AS WELL AS CURRENT DEVELOPMENTS IN THE "PI" FIELD.

P.I. NOTES 10/66

IAD DEVELOPMENTS

The Imagery Analysis Division of CIA is now producing Photo Intelligence Briefs (PIB). These one page photo intelligence reports will be used to disseminate items of interest to the intelligence community quickly. During the past week 31 PIB's have been produced on bomb damage assessment of bridges in North Vietnam. [REDACTED]

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On 16 September a Development and Evaluation Board (IAD/DEB) was established within the Imagery Analysis Division to provide a focal point within each operating component for the review and evaluation of equipment, material, or techniques for possible IAD application, and further to bring coherent branch participation into the research and development efforts of the IAD. An early task for this group will be the application of a systems analysis approach to the operations of the IAD, with a goal of automating PI operations as far as possible, to achieve quicker response time, lower costs, and greater operating efficiency.

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CUBA

25X1D A probable SAM site under construction has been identified at 22-28N 80-18W, 25X1D UTM coordinates 17QNQ707848 (AMS 4183 III), 3.6 nautical miles (nm) north- 25X1D northwest of Santa Isabel De Las Lajas, Las Villas Province, Cuba. Photography of [REDACTED] revealed a new road leading to a probable support area containing 11 large and six small buildings, all under construction. Photography of [REDACTED] revealed an access road leading to a central guidance area, an outer ring road and four inner service roads under construction. The buildings under construction in the support area on [REDACTED] have now been completed. No missile related equipment was observed on either mission. [REDACTED]

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Fig. 1

**NEW CLASS NAVAL VESSEL  
NOSENKO SHIPYARD 444  
NIKOLAYEV, USSR**

**NOTES:**

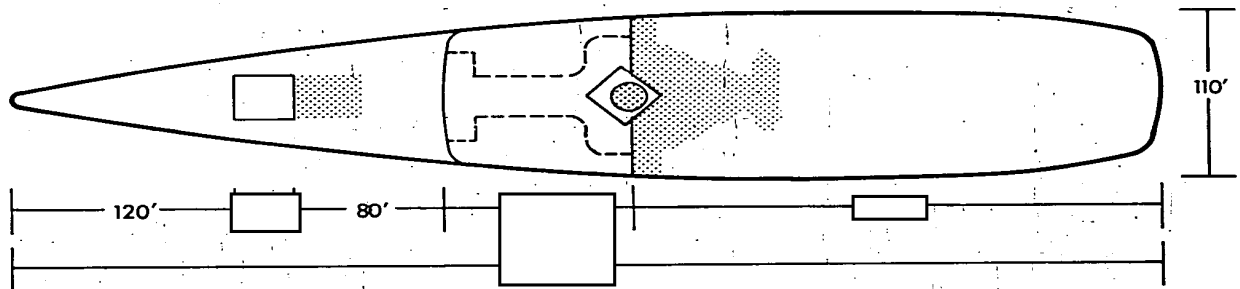
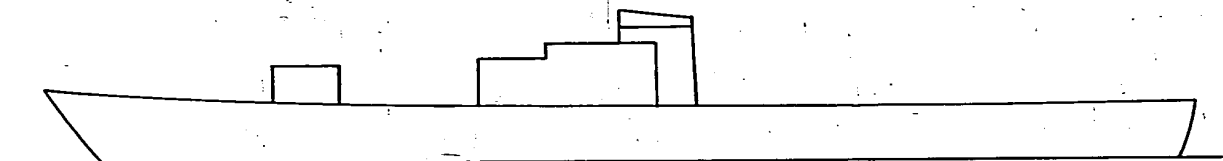
1. Side view is artist's conception
- 2.



Shadow

----- Marginal Imagery

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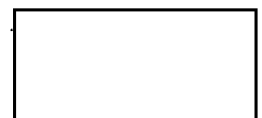
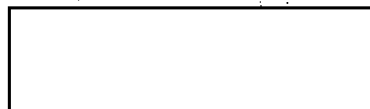


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USSR

25X1D

X1

A continuing analysis of [ ] Mission [ ] reveals that the large new ship outfitting at Nosenko Shipyard 444, Nikolayev, USSR (46-57N 031-59E) is a new class of naval vessel. Revised approximate dimensions of this ship are as follows: length overall (LOA), [ ] feet; maximum beam, 110 feet; bow to main superstructure, [ ] feet; length of main superstructure, [ ] after edge of main superstructure to stern, [ ] feet. Figure 1 is a provisional line drawing of this ship.

25X1D

25X1D

25X1D

25X1D

25X1D

The ship was first observed in an early stage of construction on the easternmost building way of the yard in [ ]. It was launched between [ ]. A second ship with the same hull configuration and dimensions is presently under construction on the same building way. The second ship was first observed under construction in early [ ].

All measurements have been made by the NPIC Technical Intelligence Division, and are considered to be accurate within plus or minus 10 feet or 10 per cent, whichever is greater. [ ]

25X1B

1

A continuing analysis of [ ] of the Gorkiy Shipyard 112, Gorkiy, USSR (56-22N 043-53E), has revealed a large unoccupied transporter dock beside one of the fitting-out piers. The length overall (LOA) of this dock measured approximately 425 feet. No class of submarine larger than the "J" Class SSG (LOA approximately 280 feet) has ever been reported at this yard. Vessels in the water include one possible submarine (LOA approximately 290 feet) and a smaller unoccupied transporter dock (LOA approximately 315 feet).

Significant expansion of the Gorkiy Shipyard facilities has been noted with the recent construction of a large new probable construction hall. This new building measures approximately 540 feet by 290 feet and is located on the northwest side of the transverser across from the large (710 by 530 feet) main construction hall. Two small structures were noted on the western edge of this site in [ ] and side walls for this new building were visible in [ ]. Monitor configuration indicates that the new probable construction hall has two bays of equal size facing the transverser. The new building appears to be significantly higher than the main construction hall.

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All measurements have been made by the CIA/IAD project analyst. They should not be construed as being mensuration data compiled by the NPIC Technical Intelligence Division. [ ]

25X1D

[ ] photography of [ ] provided partial coverage of the Amu-Bukhara Canal that connects the Amu-Darya River with the Zaravshan River. The portion of the canal covered is the western section from the Amu-Darya River near Chardzhou to a point approximately 40 nautical miles to the east. This section of the canal is full of water and partially verifies the article in the recent issue of "Soviet Union" (No. 186, 1965), which indicated the canal was in operation. The most recent coverage of the eastern end of the canal near the Kuya-Mazarskoye Reservoir was on [ ], and at that time no water was in that section of the canal. [ ] (Reference: PI Notes, 9 September 1965, [ ] TOP SECRET [ ] [ ]

25X1D

CHINA

25X1D

A detailed study of [ ] reveals a total of 48 AAA sites in the immediate vicinity of Nan-ning South Airfield (22-36N 108-10E), China. The 48 AAA sites consist primarily of 4-, 6-, and 8-gun medium AAA sites with a medium degree of occupancy.

25X1D

The total of 48 sites reflects an increase of approximately 50 percent over the number observed previously on [ ]

25X1D

25X1C

25X1D

The continuing search for uranium mining and milling facilities in China has revealed on photography from [ ] a possible uranium mine and mill 9 nautical miles west-northwest of Shang-Jao, China, at 28-28N 117-47E. The mill is secured and is located adjacent to the mining area. The mine and mill appear to be active. Further study of these facilities is being conducted. [ ]

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# ALEM AREA ROAD BASED AIRFIELD, SWEDEN

56 - 58N 16 - 24E

Fig. 2

by-pass road

reference point

possible parking area

probable alert parking areas

Alem

possible maintenance/parking area  
8 kilometers

20X enlargement

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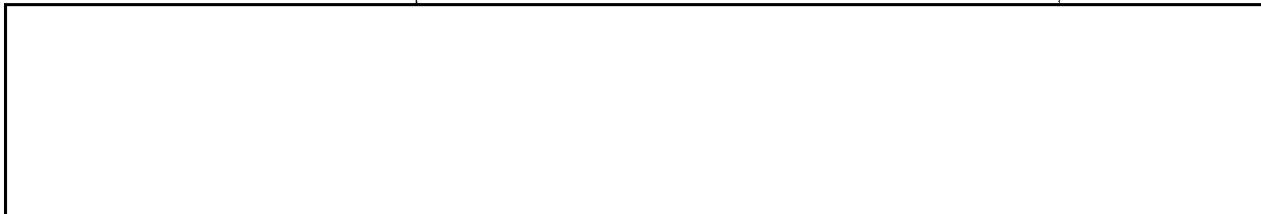
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SWEDEN

25X1D

[ ] covered the southeast quarter of Sweden with good quality, generally clear photography on which approximately 40 Swedish airfields were observed.



One of the Swedish road bases observed on [ ] Mission [ ] is located at 56-58N 16 24E (Figure 2) on the main road from Vastervik (57-45N 16-37E) to Kalimar (56-39N 16-20E). It consists of a north-northeast/south-southwest strip of the road approximately 6,050 feet long; the strip has been widened to approximately 80 feet to form a runway, probably surfaced with macadam. Loop turnarounds with probable alert parking areas are located at each end of the runway, and a possible aircraft parking area is located at the edge of the woods on the west-northwest side of the runway. A possible aircraft maintenance/parking area is located along both sides of the road 8 km south of the airfield. A by-pass road circumvents the airfield to the west-northwest. AOB consists of four possible aircraft.

In the near future a more detailed study will be published by IAD on Sweden's approach to dispersing its aircraft by the use of road bases.

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